

DPD 0461-61

25 January 1961

25X1A
MEMORANDUM FOR : [REDACTED]
Assistant to the Director
SUBJECT : Comparison of C-130B and C-130E Aircraft
REFERENCE : Memorandum for ASST CH/DPD from DPD/DB, dated 13 January 1961; Subject: "C-130B/C-130E Comparison" (DPD 0362-61)

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1. In accordance with our telephone conversation 24 January, I am sending you the referenced comparison of the two subject aircraft which was compiled by [REDACTED] Development Branch, DPD, and which I understand fits in with a discussion General Cabell is reported to have had with [REDACTED] at the time of his trip to [REDACTED] a week or so ago. 25X1A

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2. It should be noted that, as [REDACTED] states, this aircraft (the C-130E) at the moment is flying only on paper. [REDACTED] the first flight is scheduled for March 1962 and deliveries to USAF thereafter are only one or two per month until the fall of 1962 when a maximum rate of four per month is estimated to run until the conclusion of the current USAF order for fifty aircraft. 25X1A

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3. DPD had been interested in comparing these two aircraft in the light of strong indications that we might acquire a C-130B in the very near future. At the time negotiations were started with [REDACTED] on a C-130B over a year ago, we indicated the relative advantages of the "Super Hercules" which was the follow-on aircraft to the C-130B then on the drawing boards at [REDACTED]. The Government subsequently withdrew power plant research funds which would have been required to develop the new Allison engine contemplated for the Super Hercules. The point, however, is that because of the radical improvement in capability offered by the Super Hercules, we were interested in making a part of any purchase contract a trade-in arrangement which would have prevented subsequent turn-in at a reasonable value of the C-130B on the much improved model. 25X1A

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NO CHANGE IN CLASS. X
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REVIEWER 019256 C-130B

SECRET

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25X1A 4. Based on the information developed by [REDACTED] my own recommendation would be that if we buy a C-130B, we do not trade it in on a C-130E, but instead wait for the outcome of the current industry-wide competition to develop a high-lift capacity turboprop cargo aircraft further downstream. For our type of business, as [REDACTED] points out, the C-130E does not appear to offer significant advantages over the C-130B.

5. If the DDCI has any comments on this comparison, I would appreciate being advised of their nature by you.

SIGNED

JAMES A. CUNNINGHAM, JR.
Acting Chief, DPD-DD/P

Attachment

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DPD-DD/P:JACunningham, Jr./mg